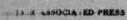
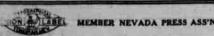
TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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610 REWARD

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"WATCHFUL WASTING"

T remained for Congressman Roberts of Nevada to startle the A House of Representatives in Washington the other day with an arraignment of the administration that for keen satire and original humor ranks with the best performances of the highest oratorical partty cut. order. The Carson City man was at his best and in opening playfully referred to the fact that while he was on the side of the goats the administration had not succeeded in getting his nanny. After indulging in playful persiflage the lone Congressman from the sagebrush state launched into a powerful attack on the policies of the administration, dealing with the removal of protection and fell to the ground the pauperizing of the working classes through the efforts of the Wilson following, which would have succeeded far better than they reckoned had it not been for early intervention of war and the riot of blood money that ensued. After referring to the reign of nepotism and favoritism by which the south was favored with appropriations and appointments, Mr. Roberts took up a scandal that was first ventilated by the Bonanza. This was an exposure of the hypocrisy and double dealing of the administration in deliberating debauching the press of the west with offers of generous advertising providing these papers would support the administration in all things. In the course of his remarks, Mr. Roberts said:

"Your distinguished secretary of the interior is a great and good man, and it is hard to believe for a moment that he would seek to do polities in the position he occupies. And yet, I presume, I may quote from an editorial which recently appeared in the Tonopah Bonanza, one of the rugged pioneer papers of my state, and for whose editor I have the highest regard, the following editorial, which speaks for itself:

Throttling the Press

Some attention has been paid to recent efforts of the Democratic party to muzzle the press, but the statesmen who take tricks at the helm of the ship of state unite in saying the party is not responsible for the acts of a few individuals, even though the list includes members of the Cabinet and the postmaster general. In any event, the fact remains that the administration at Washington has sedulously essayed to secure a strangle hold on the molders of public opinion in a manner that has not been attempted by any previous administration. The Wilson administration stands on record as the first from the time of Washington that ever deliberately tried to prostitute the press by offering a bonus for the perversion of sentiments and the construction of opinion. This order evinces such contemptible meanness that it is difficult to comprehend how any administration could stoop to the infamy which, nevertheless, is a fact that can be established by reference to the files of the surveyor general's office or the register of lands at Carson City. It is a matter of record. No one has ever tried to deny it or to clear the skirts of the administration of the charge. Simmered down the statement is that the Wilson administration was the first in power to issue a direct order to all officials of the land office that applications for patent, all public printing, and all patronage emanating from that source for the printer must be given to a publisher friendly to

(Laughter on the Republican side.)

"So far as I am advised, no one in authority has ever yet denied futed the statements contained in the above editorial.

CARRANZA PUTS OVER ANOTHER ONE

T is too bad that Wilson could not manage to do something creditable during the early days of the campaign, but it seems to have become a habit for the administration to make mistakes by falling into traps cunningly set by enemies of the country. The latest was reported yesterday in the Bonanza when it was stated that the acting secretary of state had been insructed by the president to accept the terms laid down by Carranza as the basis for the appointment of a joint commission to settle the border troubles. The first formal announcement from the White House, issued three weeks ago, gloried in the thought that this country had at last brought the de facto government of Mexico to its senses by issuing an ultimatum. The decisive word was not used, but it implied that the 100,000 men bearing United States arms had brought the recalcitrant elements of Mexico to a sense of impending dissolution and that through sheer fright Mr. Carranza had resolved to play fair and settle up all old grudges and begin all over again with a clean slate. For three weeks the wires of the Associated Press have been occupied with fresh changes and suggestions from the ringside, where it was hoped the State department of the United States would at least win something more than empty honors. Yesterday the cold, concrete truth dawned on the public that Wilson was incapable of delivering a stiff punch and was simply sparring for wind. Now the official review of the case admits that the terms submitted by Carranza have been accepted and that the United States has been hypnotized once more into acquiescing in the terms. This may be what Wilson calls an honorable peace, but the people of this country are weary of the peace at any price policy that has held them up to the ridicule of the world.

THE SENATORIAL CONTEST

FROM present indications the contest for senatorial honors will rest between Sam Platt and Key Pittman. While the returns are not all in the principal polling places have finished their count and the returns from the back districts cannot materially alter the result. The outcome appears to have been a foregone conclusion that kept many away from the polls, since the necessity for voting was not urgent, as it was commonly conceded that the man who made the gallant race two years ago against Senator Newlands would once more be pitted against another incumbent from this state. Platt has the prestige that no other man of his party ever F. R. McNamee attained and he is entitled in every way to the distinction of again appealing to the voters for approval of his candidacy. The number of counties where the contest was nominal proved that a clear majority of the voters believe Sam Platt is entitled to recognition as the logical candidate of his party for the Senate.

REPORT FROM ORANG OUTANG HUNTERS SENT OUT BY THE ZOOS

(By Associated Press.)

SURABAYA, Java, August 9 .- The rang outang bunt in Borneo has resulted in the killing of four hunters, the serious injury of two others, and the capture of two orang outangs for European zoos. The animals have been sent to Singapore for shipment

The huntsmen, headed by Charles Mayer, an expert in wild animals, who recently arrived in Borneo on a collecting expedition for European zoos, set out for the Landak river region to capture two orang outangs which made the adjacent country unsafe for travelers.

Natives were engaged to fell the trees within a radius of about a quarter of a mile of the tree in which the giant apes had their abode with the exception of those immediately surrounding it, which were only

Mayer then began cautiously to approach the apes' tree, and after sighting the animals, which were of immense size, he gave his men a prearranged signal, and with a terrific crash the partly lopped trees

A fire of branches was then li

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thrown over them. NEW TODAY

MAKE GOOD CLEAN UP

E. Ross Carver came down from some of the natives began felling Hillton Tuesday wih a gold brick the trees, while others held in readi-ness two large nets in which to catch which represented the clean up of the apes. The tree swayed and the company mill for July. It is Mr. fell, and, uttering savage cries, the Carver's intention to install clarify two animals, their long arms tightly ing tanks at the mill and by reusing clasping one another's bodies, came the water increase the daily duration to the ground, and the nets were of milling operations.—Battle Moun tain Scout

NEW TODAY

RAILROAD WAGES

Shall they be determined by Industrial Warfare or Federal Inquiry?

To the American Public:

Do you believe in arbitration or industrial warfare?

The train employes on all the railroads have voted whether they will give their leaders authority to tie up the commerce of the country to enforce their demands for a 100 million dollar wage increase.

The railroads are in the public serviceyour service. This army of employes is in the public service—your service.

You pay for rail transportation 3 billion dollars a year, and 44 cents out of every dollar from you goes to the employes.

On all the Western railroads in 1915, seventy-five per cent of the train employes earned these wages (lowest, highest and average of all) as shown by the pay rolls—

	Passenger	Freight	Yard		
Engineers .	\$1747	\$1537	\$1056		
	3094 \$2195	3076 \$2071	2445 \$1378		
Conductors	1543	1454	1151		
	2789 1878	2933 1935	2045 1355		
Firemen .	2078 1317	751 2059 1181	418 1552 973		
Brakemen.	854	874	862		
	1719 967	1961 1135	1821 1107		

The average yearly wage payments to all Western train employes (including those who worked only part of the year) as shown by the 1915 payrolls were-

					Passenger	Freight	Yard
Engineers .		٠			\$2038	\$1737	\$1218
Conductors						1624	1292
Firemen .						973	832
Brakemen.					921	1000	1026

A 100 million dollar wage increase for men in freight and yard service (less than one-fifth of all employes) is equal to a 5 per cent advance in all freight rates.

The managers of the railroads, as trustees for the public, have no right to place this burden on the cost of transportation to you without a clear mandate from a public tribunal speaking for you.

The railroads have proposed the settlement of this controversy either under the existing national arbitration law, or by reference to the Interstate Commerce Commission. This offer has been refused by the employes' representatives.

Shall a nation-wide strike or an investigation under the Government determine this issue?

National Conference Committee of the Railways A. S. GREIG, Asst. to Receivers, St. Louis & San Francisco Rail

ELISHA LEE, Chairman

P. R. ALBRIGHT, Gen'l Manager, Atlantic Coast Line Bailread. L. W. BALDWIN, Gen'l Menager, Central of Georgia Railway. C. L. BARDO, Gen'l Manager, New York, New Haven & Hart

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JAMES RUSSELL, Gen'l Manager, Denver & Rio Grande Railroad.

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